

also the source of the authority under which I am imposing the four additional export conditions.

By removing the ban that has prevented ANS oil from moving freely in international markets for more than two decades, we will be stimulating increased domestic oil production in Alaska and California, creating new jobs in the oil industry, and preserving jobs for America's merchant seamen.

Over the last several months, my administration has conducted an extensive interagency review of the environmental, economic, and energy aspects of lifting the ban. Led by the National Economic Council and the Council on Environmental Quality, the interagency review team confirmed the Department of Energy's 1994 findings that lifting the export ban would provide important benefits to the economy. Permitting exports will generate up to 25,000 more jobs, particularly for American workers in California and Alaska, but also in States that produce oil industry supplies and equipment. Additional oil production of about 100,000 barrels per day is expected, according to DOE projections, and Alaska, California, and the Federal Government will also benefit from up to \$2 billion in additional Federal, State, and local royalty and tax payments.

The review group identified an additional benefit of exports. It determined that overall tanker movements along the West Coast will decline. Because of the ban, the ANS oil that exceeds the West Coast's needs currently must be shipped down the West Coast anyway. Without the ban, that "surplus" oil—which has been suppressing Alaska and California producer prices below U.S. market levels—can now be exported.

While the review group found no likelihood of adverse impacts from ANS exports on Washington State's consumers, refiners, or environment, concern is clearly rising in that State about the increasing volume of vessel traffic projected to occur as a result of *other* factors. For example, the growing international trade between Washington State and Pacific Rim nations, while clearly a boon to the State's economy, is prompting debate over the adequacy of current vessel safety procedures and resources.

I share those concerns. Accordingly, I am requesting the Coast Guard to prepare, by no later than 120 days from today, a status report on its plan for a private-sector vessel assistance system. I am also asking the Coast Guard to accelerate completion of the plan, which will be submitted to Congress, and to offer its assistance to any serious private-sector efforts to improve vessel safety. The plan is required under a provision of the ANS export law authored by Senator Patty Murray, who has been at the forefront of efforts to safeguard her State's waterways. To further support those efforts, I am asking the Secretary of Transportation to determine, by the end of this year, the need for additional, cost-effective measures to protect the marine environment, and to prevent shipping accidents, in Washington State.

Finally, I wish to emphasize that in permitting ANS oil to be exported, I am in no way diminishing my authority under various laws to impose new export restrictions if necessary to respond to a national emergency, or to deal with severe oil supply shortages.

### **Memorandum on Exports of Alaskan North Slope Crude Oil**

*April 28, 1996*

*Memorandum for the Secretary of Commerce, The Secretary of Energy*

*Subject: Exports of Alaskan North Slope (ANS) Crude Oil*

Pursuant to section 28(s) of the Mineral Leasing Act, as amended, 30 U.S.C. 185, I hereby determine that exports of crude oil transported over right-of-way granted pursuant to section 203 of the Trans-Alaska Pipeline Authorization Act are in the national interest. In making this determination, I have taken into account the conclusions of an interagency working group, which found that such oil exports:

- will not diminish the total quantity or quality of petroleum available to the United States; and
- are not likely to cause sustained material oil supply shortages or sustained oil price increases significantly above world market levels that would cause sustained material adverse employment effects in

the United States or that would cause substantial harm to consumers, including those located in noncontiguous States and Pacific Territories.

I have also considered the interagency group's conclusions regarding potential environmental impacts of lifting the ban. Based on their findings and recommendations, I have concluded that exports of such crude oil will not pose significant risks to the environment if certain terms and conditions are met.

Therefore, pursuant to section 28(s) of the Mineral Leasing Act I direct the Secretary of Commerce to promulgate immediately a general license, or a license exception, authorizing exports of such crude oil, subject to appropriate documentation requirements, and consistent with the following conditions:

- tankers exporting ANS exports must use the same route that they do for shipments to Hawaii until they reach a point 300 miles due south of Cape Hinchinbrook Light and then turn toward Asian destinations. After reaching that point, tankers in the ANS oil trade must remain outside of the 200 nautical-miles Exclusive Economic Zone of the United States as defined in the Fisheries Conservation and Management Act (16 U.S.C. 1811). This condition also applies to tankers returning from foreign ports to Valdez, Alaska. Exceptions can be made at the discretion of the vessel master only to ensure the safety of the vessel;
- that export tankers be equipped with satellite-based communications systems that will enable the Coast Guard independently to determine their location. The Coast Guard will conduct appropriate monitoring of the tankers, a measure that will ensure compliance with the 200-mile condition, and help the Coast Guard respond quickly to any emergencies;
- the owner or operator of an Alaskan North Slope crude oil export tankship shall maintain a Critical Area Inspection Plan for each tankship in the trade in accordance with the U.S. Coast Guard's Navigation and Inspection Circular No. 15-91 as amended, which shall include

an annual internal survey of the vessel's cargo block tanks; and

- the owner or operator of an Alaskan North Slope crude oil export tankship shall adopt a mandatory program of deep water ballast exchange (i.e., in 2,000 meters water depth). Exceptions can be made at the discretion of the captain only in order to ensure the safety of the vessel. Recordkeeping subject to Coast Guard audit will be required as part of this regime.

The Secretary of Commerce is authorized and directed to inform the appropriate committees of the Congress of this determination and to publish it in the *Federal Register*.

**William J. Clinton**

[Filed with the Office of the Federal Register, 8:45 a.m., May 1, 1996]

NOTE: This memorandum was made available by the Office of the Press Secretary on April 28 but was not issued as a White House press release. It was published in the *Federal Register* on May 2.

### **Remarks to the American Israel Public Affairs Committee Policy Conference**

*April 28, 1996*

Thank you very much. Mr. Prime Minister, I just thought I was tired because it was late Sunday night. I never felt better in my life. Thank you very much.

Mr. Prime Minister, Ambassador Rabinovich, Secretary Glickman, Ambassador Indyk. President Dow, thank you for that wonderful introduction. Mr. Grossman, Mr. Sher, Mr. Bronfman, Mr. Levy, to Jack Bendheim, who also gave a wonderful introduction; the cochairs of this event, Art Sandler and Betsy Sheer; to all the young students who are here.

The Prime Minister referred on two occasions to the opportunity that I had on my last trip to Israel to meet with the young people there. It was an incredible experience for me. And I realized that in some ways we have to keep depending on young people to deliver us because they remind us that we can